

Message Text

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ACTION EB-11

INFO OCT-01 EUR-25 ISO-00 CAB-09 CIAE-00 COME-00 DODE-00

DOTE-00 INR-10 NSAE-00 RSC-01 FAA-00 L-03 SS-20 NSC-07

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P R 101543Z MAY 74

FM AMEMBASSY BONN

TO SECSTATE WASHDC PRIORITY 2447

INFO USMISSION BERLIN

AMEMBASSY COPENHAGEN

AMEMBASSY LONDON

AMEMBASSY MOSCOW

AMEMBASSY PARIS

C O N F I D E N T I A L BONN 07567

E. O. 11652: GDS

TAGS: GW, ETRN, WB, DA

SUBJECT: CIVAIR - BERLIN AIR SERVICES; COPENHAGEN

REF: A. BONN 7168, B. MEADOWS/BEAL TELECON MAY 9

1. BRITISH CAA GROVES INFORMED EMBASSY MAY 9 THAT UK HAD MODIFIED ITS POSITION ON APPROVAL OF PAN AM'S PROPOSED BERLIN/COPENHAGEN SERVICE FOLLOWING RECEIPT OF US VIEWS. CONSIDERING US WILLINGNESS TO REVIEW ALLIED GENERAL POLICY, GOALS AND PROBLEMS INVOLVED IN BERLIN INTERNATIONAL SERVICES, THE UK WOULD NO LONGER INSIST ON OVERALL LIMITATION TO THE TOTAL NUMBER OF SUCH SERVICES BEING AGREED BEFORE UK APPROVAL WOULD BE GIVEN TO PAN AM'S COPENHAGEN SERVICE. THE UK WOULD NOW APPROVE THE SERVICE IF THE US IN TURN WOULD AGREE THAT BA SHOULD HAVE EXCLUSIVE RIGHTS TO A BERLIN/ZURICH SERVICE.

2. GROVES ADDED THAT BRITISH WERE AWARE THAT THE COMMERCIAL VALUE OF ROUTES BETWEEN BERLIN AND POINTS
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SUCH AS COPENHAGEN, ZURICH, AMSTERDAM AND OTHERS

DIFFERED SUBSTANTIALLY. THEY WERE PREPARED, IN AN EX POST FACTO REVIEW OF THE RESULTS OF BA AND PAN AM OPERATIONS TO SUCH POINTS TO TAKE THESE DIFFERING VALUES INTO ACCOUNT AND MAKE ADJUSTMENTS. FOR THE PRESENT, HOWEVER, THE UK THOUGHT THAT FOR BA TO HAVE ZURICH AND PAN AM TO HAVE AMSTERDAM AND COPENHAGEN WAS A REASONABLE AND FAIRLY BALANCED ARRANGEMENT. GROVES COMMENTED ALSO THAT IT WAS THE UK IMPRESSION THAT THE SWISS WERE NOT HAPPY ABOUT BEING PUT IN A POSITION OF "CHOOSING" BETWEEN ALLIED CARRIERS; THAT THE SWISS DID NOT WISH TO APPROVE MORE THAN ONE FREQUENCY A DAY BETWEEN BERLIN AND ZURICH AND THAT BOTH THE BRITISH AND THE SWISS DOUBTED THAT A DIVISION BETWEEN PAN AM AND BA OF 6 OR 7 FREQUENCIES A WEEK WOULD BE COMMERCIALLY VIABLE.

3. EMBASSY CAA SAID THAT ALTHOUGH THE EMBASSY HAD NO INSTRUCTIONS FROM WASHINGTON ON THIS PARTICULAR UK POSITION, HE FELT SURE THAT THE US WOULD NOT FIND IT ACCEPTABLE. IN THE FIRST PLACE, ZURICH WAS PROPOSED BY PAN AM BEFORE BA, AND WE DID NOT LIKE AT ALL THE IDEA THAT ALTHOUGH PAN AM TOOK THE INITIATIVE, BA WAS NOW SUGGESTING THAT IT TAKE OVER. IN THE SECOND PLACE, FROM INFORMATION AVAILABLE TO US, ZURICH HAD MORE POTENTIAL THAN SEVERAL OTHER ROUTES. CAA THOUGHT WE WOULD NOT CONSIDER TRADING OFF ZURICH AGAINST, FOR EXAMPLE, COPENHAGEN, OR FOR THAT MATTER THAT IT WAS APPROPRIATE TO DISCUSS AT ALL AT THIS TIME THE TRADING OFF OF ONE POINT FOR ANOTHER. (DURING THE COURSE OF MAY 9, EMBASSY POLITICAL OFFICER WAS ALSO INFORMED BY UK BONN GROUP REPS OF THE GENERAL UK POSITION, AND GAVE THEM SUBSTANTIALLY THE SAME REPLY.)

4. GROVES OBSERVED IN ADDITION THAT THE CAA'S DISCUSSION HAD BEEN LIMITED TO THE BERLIN SEGMENT OF THE PROPOSED PAN AM BERLIN/COPENHAGEN ROUTE, WITH WHICH THEY WERE CONCERNED. DTI HAD INFORMED GROVES IN LONDON THAT THE UK CIVIL AIR AUTHORITIES DID NOT AGREE THAT THE BALANCE OF THE PAN AM ROUTE, VIA THE UK, WAS WITHIN THE TERMS OF THE US/UK BILATERAL. IF PAN AM

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WISHED TO ESTABLISH SUCH A COPENHAGEN ROUTE, VIA LONDON AND BERLIN, THEY WOULD ALSO NEED TO OBTAIN THE AGREEMENT OF THE UK AUTHORITIES. ACTION REQUESTED: THE DEPARTMENT'S INSTRUCTIONS WOULD BE APPRECIATED. HILLENBRAND

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